

# 2018 SWOCC ELLIOTT STATE FOREST RECREATION PLAN W/RECOMMENDATIONS

## May 1, 2018 Tenmile Lakes Field Trip

This field trip is being hosted by Mike Mader, Tenmile Lakes Basin Partnership, and Cathy Reiss, co-owner of Ringo's Lakeside Marina. Jerry Phillips and David Gould are also expected to participate.

Field Trip Research Questions & Final Report Chapters with Recommendations:

**Group 1 Topics:** Local Forest Recreation Opportunities, Recreation Economics, & Camping.

**Group 2 Topics:** Forest History, Cultural Resources, & Fish Habitat/Access

**Group 3 Topics:** Fish Hatcheries, Ethnobotany, & Hunting/Trapping

**Group 4 Topics:** Forest Roads and Trails, Sightseeing, & Birding

**Add: Recreational Boating? Other?**

Field Trip #3 Tenmile Lakes Stops and Points of Interest:

**A. Ringo's Lakeside Marina.** Recreational business focused on boating and fishing.

**B. Tenmile Lake County Park.** Recreational access to western portions of Elliott Forest.

**C. ODF 80 acres Lake View.** History of ownership; differing plan objectives.

**D. Benson Ridge (4000) Road.** 1961-1963 Columbus Day Storm; "First 2nd Growth-Funded"

PDF Reference Files:

2016 City of Lakeside "Wayfinding" (directional signage) Report:

[http://www.orww.org/Elliott\\_Forest/Recreation/Tenmile\\_Lakes/Oldson\\_20160415.pdf](http://www.orww.org/Elliott_Forest/Recreation/Tenmile_Lakes/Oldson_20160415.pdf)

ca. 2002 OWEB/TLBP Tenmile Lakes Watershed Assessment (includes western Elliott):

[http://www.orww.org/Elliott\\_Forest/Recreation/Tenmile\\_Lakes/Mader\\_et\\_al\\_ca\\_2002.pdf](http://www.orww.org/Elliott_Forest/Recreation/Tenmile_Lakes/Mader_et_al_ca_2002.pdf)

1989 ODF&W Report on Native Coho population in Tenmile Lakes:

[http://www.orww.org/Elliott\\_Forest/References/Agency/ODFW/Reimers\\_19890600.pdf](http://www.orww.org/Elliott_Forest/References/Agency/ODFW/Reimers_19890600.pdf)

1991 ODF&W Report on Exotic Bass population in Tenmile Lakes:

[http://www.orww.org/Elliott\\_Forest/References/Agency/ODFW/Berman\\_19910800.pdf](http://www.orww.org/Elliott_Forest/References/Agency/ODFW/Berman_19910800.pdf)

2002 ODF&W Report on Native Eel populations in western Oregon:

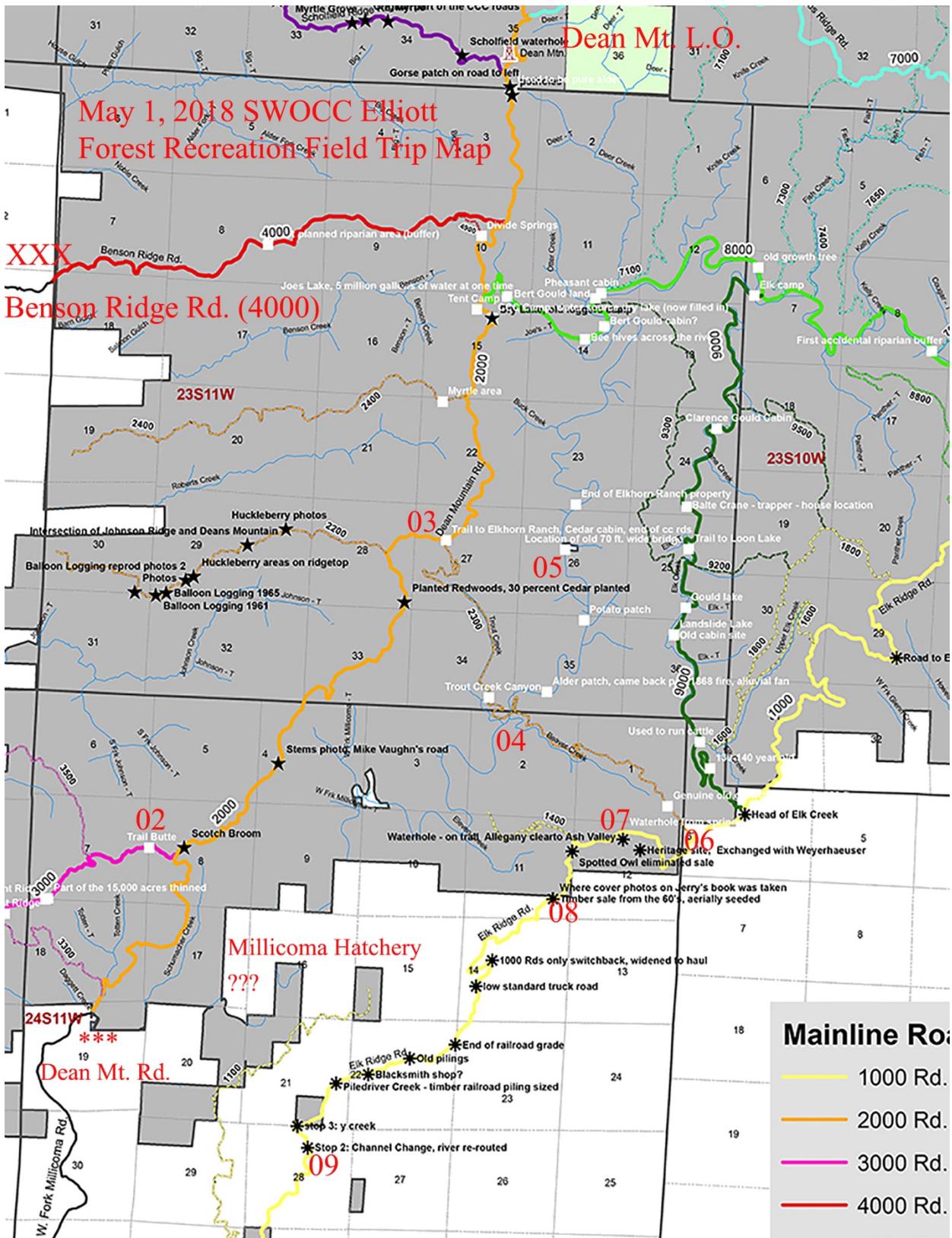
[http://www.orww.org/Elliott\\_Forest/References/Agency/ODFW/Kostow\\_20020225.pdf](http://www.orww.org/Elliott_Forest/References/Agency/ODFW/Kostow_20020225.pdf)

2014 UO Lakeside "Spring/Summer Sports and Recreational Tourism" Report:

[http://www.orww.org/Elliott\\_Forest/Recreation/Tenmile\\_Lakes/Drechsler\\_et\\_al\\_20140311.pdf](http://www.orww.org/Elliott_Forest/Recreation/Tenmile_Lakes/Drechsler_et_al_20140311.pdf)

2014 UO "Lakeside: Fall and Winter" Report:

[http://www.orww.org/Elliott\\_Forest/Recreation/Tenmile\\_Lakes/Horn\\_et\\_al\\_20140318.pdf](http://www.orww.org/Elliott_Forest/Recreation/Tenmile_Lakes/Horn_et_al_20140318.pdf)



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## Lakeside Wayfinding Report



Produced by:  
Landwise Landscape Design

April 15th, 2016

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**4. ESTABLISH LOCATIONS FOR LOCAL ADVERTISING AND EVENTS SIGNAGE**



**Kiosks**

The installation of informational kiosks can provide directional information while also displaying advertising for local businesses, annual events, and additional area attractions. These kiosks should be located in high visibility, public areas (see Strategy Implementation map).



**Digital sign boards and QR codes**

City officials have expressed interest in digital sign boards and other technology on signage. LED sign boards and QR codes can be incorporated into kiosks to provide additional wayfinding and advertising information.

<http://www.propelstudio.com/project/lents-grown-kiosk/>

**Tourist oriented directional signage**

Tourist oriented directional signs can be used along highway 101 for businesses to advertise. Consolidating directional and destination signage at major decision points will help eliminate signage clutter. More can be found on TOD signs and specific service signs on Oregon Travel Experiences website: <http://ortravelexperience.com/for-businesses/sign-programs/>.



**Actions**

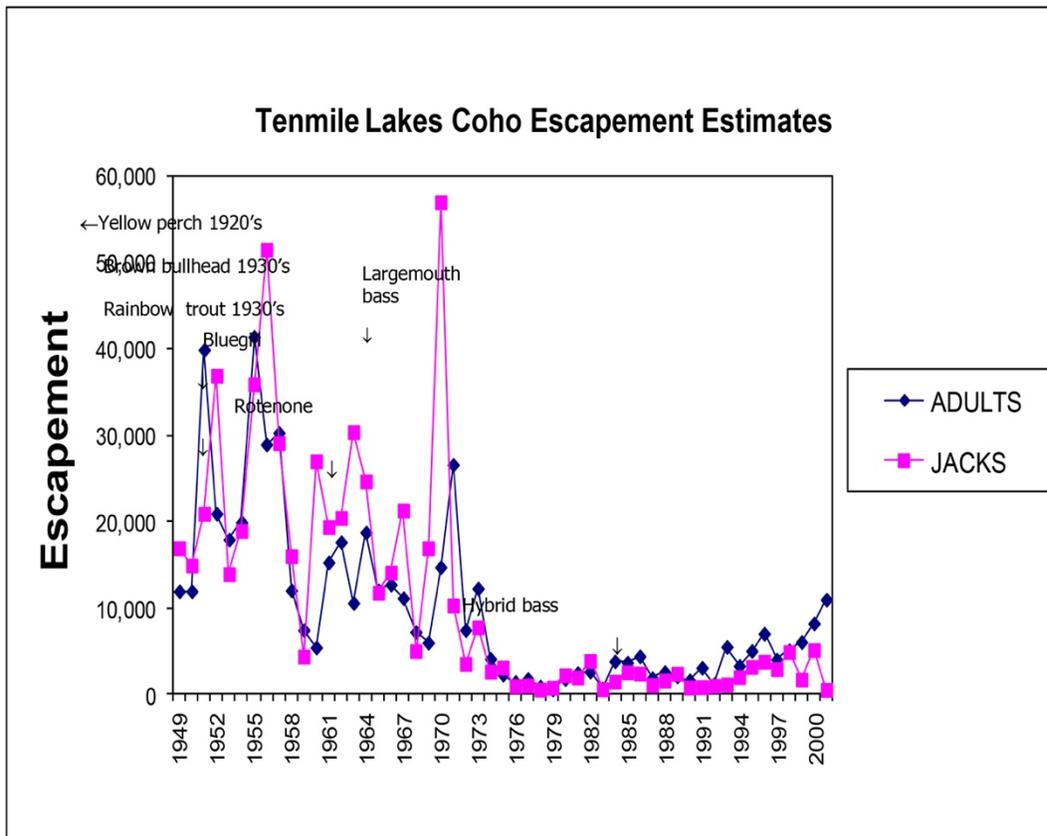
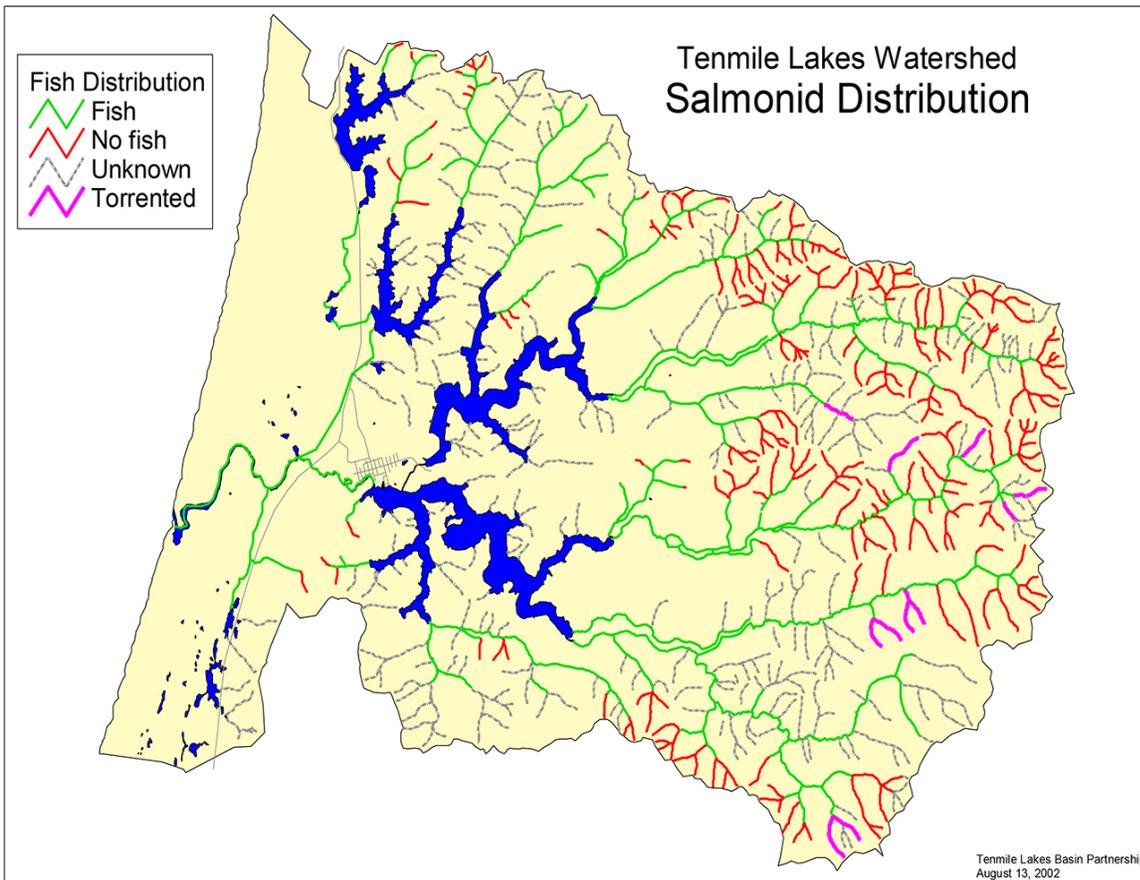
- Install information Kiosks at strategic locations
- Use Tourist Oriented or Specific Service signs



# Tenmile Lakes Watershed Assessment



Produced by the Tenmile Lakes Basin Partnership



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**Management of Wild and Hatchery Coho Salmon  
in the Tenmile Lakes System**

**Paul E. Reimers  
Southwest Region**

**Oregon Department of Fish and Wildlife  
506 SW Mill Street  
Portland, OR 97207**

**June 1989**

**This work was partially supported with Wallop-Breaux funds through the U.S. Fish and Wildlife Service and Anadromous Fish Act funds through the National Marine Fisheries Service.**

**Age and Growth of Hybrid Bass  
in the Tenmile Lakes System**

**Jody Berman  
Southwest Region**

**Oregon Department of Fish and Wildlife  
2501 SW First Street  
Portland, OR 97207**

**August 1991**

**This work was supported with Wallop-Breaux funds through the U.S. Fish and Wildlife Service and Anadromous Fish Act funds through the National Marine Fisheries Service.**

**Oregon Lampreys:  
Natural History  
Status  
And  
Analysis of Management Issues**

by  
Kathryn Kostow

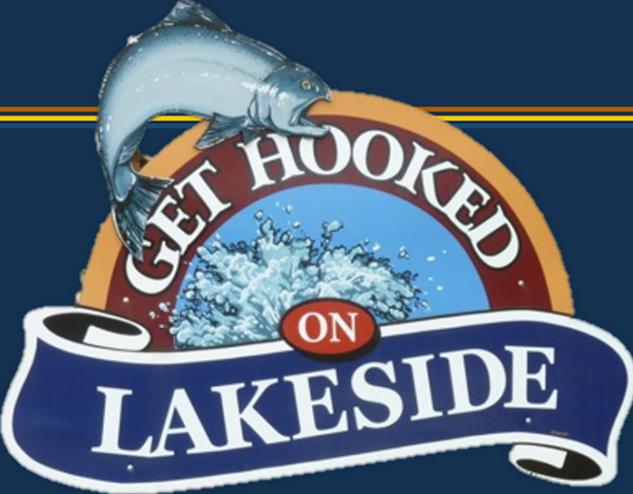


Oregon Department of Fish and Wildlife  
February 25, 2002



## ***Sports and Recreational Tourism Spring/Summer***

Brandon Drechsler, Brendan McGinnis,  
Alex Muecke, Casey Ronquillo, Bren Schader  
March 11, 2014




Lakeside: Fall & Winter

By: Ashley Horn, Riley Poe, Taylor Rhoads,  
Dominic Simons & Zach Soskin

March 18, 2014



Fishing Excursion Proposal

Lakeside has a competitive advantage because the lake is stocked throughout the year



Fish in Tenmile Lake by Month

Best Good Slow	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec
Winter Steelhead	Good											
Rainbow Trout	Good											
Sea Run Cutthroat Trout	Good											
Yellow Perch	Good											
Largemouth Bass	Good											
Catfish	Good											
Coho Salmon	Good											
Black Crappie	Good											



# Local Business News



Local Businesses on the Southern Oregon Coast Featured in the **South Coast Shopper**

BUSINESS OF THE WEEK:

## Ringo's Lakeside Marina

By Desiree Gaoiran, Staff Writer

Four years ago, Cathy and her husband John Reiss, purchased Ringo's Lakeside Marina and relocated here from California with their 3 amazing kids. The couple desired the peace and tranquility that this area offered and fell in love with the peaceful vibe that living on the Oregon Coast provides.

When I walked in to interview Cathy, I quickly realized how different life was on the water. It was as if I had walked down the dock into a whole different world. We sat at a table overlooking the water while the bright orange sun was beaming straight down upon us. During the span of the interview I was able to see just how wonderful Cathy interacts with the customers. She is very kind, personable and knowledgeable about everything fishing and boating related. The Marina has a very family orientated feeling and Cathy says, "Everyone that comes here, comes here looking for one thing and that is fun!"



*Ringo's Lakeside Marina has supplies and more for your maritime fun or sport.*

Ringo's is the only year round full service marina on the lakes! They offer fishing and ski boat rentals, water-sport equipment sales and rentals, mooring space, boat repair, convenience store, tackle shop, fishing/hunting license sales, cabin checks and water taxi service.

They have an amazing mechanic, Harry Bingham. However, Harry was there long before the couple ever purchased the business. Cathy says, "He was actually one of the main reasons we decided to be here. He conveyed to us the kind of peaceful lifestyle we were seeking." He does quality work, has great customer service skills, and fair rates. Harry has a lifetime of experience working on all things mechanical and really does go above and beyond for people. He works on inboards, outboards, cars and trucks.

Are you looking for something new and exciting to do with your friends or family? They have surprisingly inexpensive rates on their boat rentals. The next time you're in the neighborhood, stop by and say hello to the amazing people down at the Marina. They are located at 325 South 8th Street in Lakeside. You can also reach them at (541)759-3312 or visit their website at [ringoslakesidemarina.com](http://ringoslakesidemarina.com).

[Local Business News](#)

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[South Coast Oregon Directory Home](#)

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[http://www.southcoastshopper.com/articles/BusinessStories/ringos\\_marina.html](http://www.southcoastshopper.com/articles/BusinessStories/ringos_marina.html)

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[Cycles ~ RVs](#)  
[Miscellaneous](#)  
[Real Estate](#)  
[Sporting Goods](#)

[Find A Shopper In Your Neighborhood](#)

**Local attractions:**

[Southern Oregon Coast Lodging Guide](#)

[Southern Oregon Coast Restaurants](#)

**Information:**



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## 1962

### A YEAR OF MONUMENTAL CHANGE FOR THE ELLIOTT FOREST

No year has ever held more change for the Elliott Forest than 1962!

Perhaps the first of the changes occurred very early in the year, when Mounteer gained approval to utilize entire units of less-than-rotation aged timber to finance a major road development. His plan was to build a good, ridgetop access road for log haul to the mill at Lakeside. That mill, the Elkside Lumber Company, was clearly the principal timber sale purchaser on the Forest, having bought some 57 MMbf during 1955-1961. Their mill was designed for cutting the typical second-growth Douglas-fir timber (called third-growth by Coos County folks) that much of the Elliott Forest contained, but there was no easy haul route yet from the Forest to their mill.

The road Mounteer planned was actually the one that the Camp Reedsport CCC crews began to build back in 1937, starting at Lakeside and building on east along the ridgetop to what might be called the west end of Benson Ridge. At that point, the CCC's had, perhaps for political reasons, turned and built their road on down into Noble Creek and Big Creek. Their original plan, almost certainly, had been to continue on east along Benson Ridge to its junction with Dry Ridge, near the Dry Lake CCC spike camp.

The problem in 1962, however, was that all of the timber on the Elliott Forest along this route was only 70-80 years of age — less than the 90 year “rotation age” specified in our planned Allowable Cut. But much of that timber was in low to moderately stocked stands, heavily intermixed with 40-50 year old red alder.

So the arguments were, logically, that we should save money on our timber sale appraisals (with bids increased accordingly) by providing for a shorter, more direct log haul route for future sales attractive to the Lakeside market, **and** do some stand replacement of those poorly stocked timber stands then growing on fairly high growing sites.

The resulting timber sale was the Benson Ridge No. 1 (#62-100) which didn't actually get sold until January 23, 1963. It built some 7 miles of mainline road, and contained a cruised volume of 9,776 M of 75 year old fir, 4,298 cords of mature red alder, and a few loads of spruce, hemlock, and red cedar. As I recall, Elkside bought at the appraised price, which meant that they paid only \$3.40/M for the first eight million feet of fir (due to road cost amortization), \$4.20/M for the hemlock, \$2.00/M for the spruce, \$1.50/M for the cedar, and \$.50/cord for the alder. The road cost was likely around \$105,000 — (our typical \$10-15/Mbf). Logging costs were fairly high due to low volumes per acre and all high-lead ground, and the pond values were low due to the fir being younger and rougher, with lots of No. 3 sawmill log grade.

### THE BENSON RIDGE ROAD

The Benson Ridge Road layout and construction was a story unto itself.

George Shore (our Engineer), “Slim” Miller, and others all were involved with the lay-

out. The seven mile long route was like a bumpy dinosaur's back, with lots of high points and saddles to work with. At that time, we had a determination to keep the grades under 9%, so we ran the location around the side slopes most of the distance, hitting the necessary saddles.

As I said earlier, Elkside Lumber Company bought the sale and handled the road construction with their own equipment and personnel. That particular firm never felt obligated to perform exactly as we specified in either logging or road building — so the Benson Ridge Road was simply, to them, a general route from Point A to Point B, with specific location open to negotiation. First off, they wished to keep the road more on the ridgetop and utilize somewhat steeper grades — which, they pointed out, were quite suitable for their truck fleet (bought, they said, specifically for use on terrain such as ours.) We agreed that such a modified location would likely be more stable, and negotiated the changes.

One interesting event occurred at a saddle near the northeast corner of Section 14, about two miles from the west end of the construction project. This was a very short, narrow saddle, with very steep side slopes. The year 1963, when the construction was occurring, was during the twenty years of major landslide activity on the Elliott Forest (more on that later), and one of the first places to slide was that saddle.

To quote Shore, he, Doug Stout and Bill Will of the Elkside Co. stood at the saddle and scratched their heads over what to do. Their collective decision was to place a couple of 24" Douglas fir logs along each side, strap them together across the saddle with  $\frac{3}{4}$ -inch logging cable (heavily greased), and then fill in between them with sandstone rubble and dirt. This became known as the "Strapped Log Saddle," still in position some thirty-three years later. Actually, it was rebuilt just two years ago, but to the same design. One might ask today — why not use steel "bin walls" there, instead? I don't know the answer, but Shore's "Strapped Log Saddle" design was certainly less expensive. Of course, bin walls weren't invented yet back in 1963, but they were available the next time around.

A tremendous volume of Elliott Forest timber has been hauled over the Benson Ridge Road during the years from 1963 to the present — likely second only to the use of the 1000 road down Marlow Creek. Various improvements have been made, including one short relocation, and a major slump near the east end has been successfully coped with. It is also very popular with the public.

### **MOUNTEER TRANSFERS TO SALEM OFFICE**

In September of 1962, Bob Munteer transferred to our Salem Headquarters Office. Before he left, in July of 1962, he put together a ten page report to summarize his 7 years of Elliott Forest management, activity, plans, and administration. I kept my copy, and want to share it with you, beginning on the following page.